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Diag. Chrt. No. 78-2

Department of Commerce and Labor
COAST AND GEODETIC SURVEY

Superintendent.

State. *Va*

DESCRIPTIVE REPORT.

Sheet No.

LOCALITY:

*Chesapeake Bay Va., and
James River Va*

1910

CHIEF OF PARTY:

O. W. Ferguson

C. & G. SURVEY,
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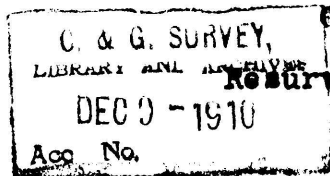
DEPARTMENT OF COMMERCE AND LABOR

COAST AND GEODETIC SURVEY.

O. H. TITTMANN, Superintendent.

Resurvey of the Chesapeake Bay, Virginia.

Revision of the James River.



TITLE SHEET.

For ~~Topographic~~ & Hydrographic Sheet No. ~~1491b~~, 3202

First Section.

between

Latitude $37^{\circ} 13' 00''$ to $37^{\circ} 20' 10''$ N.,

Longitude $76^{\circ} 59' 00''$ to $77^{\circ} 08' 00''$ W..

SCALE 1:20000.

From September 16, 1910 to October 20, 1910.

SCHOONER "MATCHLESS".

O. W. Ferguson, Assistant, C. & G. S. In Command.

OBSERVERS.

O. W. Ferguson, Assistant; James E. Marsh,

Mate; Chas. A. Mourhess, Aid; Jno. W. Clift,

Chief Writer.

RECORDER.

H. W. Godsey, Writer 2cl.

LEADSMEN.

A. C. Pinder, Q. M. 3cl.; C. R. Foster, Sea.

TIDE OBSERVERS.

C. P. Holland, C. B. M.

M. L. Tabor, S. M. M.

A. L. Williams, O. S.

N. S. Topping.

DEPARTMENT OF COMMERCE AND LABOR.

COAST AND GEODETIC SURVEY.

O. H. TITTMANN, Superintendent.

Resurvey of the Chesapeake Bay, Virginia.

Revision of the James River.

Descriptive Report,

For Topographic & Hydrographic Sheet No. 1391 b,

First Section.

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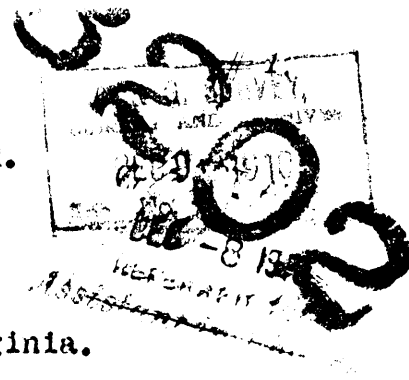
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N. S. Topping.



Ample control of this work is furnished by the scheme of
triangulation executed.

The Declination of the Magnetic Needle, Determined at Willcox,
Latitude $37^{\circ} 19' 29$ m. and
Longitude $77^{\circ} 05' 1353$ m. $5^{\circ} 54'$ W.

The alignment of this stretch of river is very crooked. The shores of the James are most all wooded and though in great part are cleared, from a few hundred feet back from the river, they present about the same aspect as in the days of John Smith.

A great change that has come over the James is the disappearance of large areas of grass over the shallow areas or bars on mud flats. It is believed that this is caused by the Hog Fish. German Carp; and undesirable fish becoming of wide distribution in the United States, which roots up and eats portions of the grass. The disappearance of grass, it is charged by the hunters has caused the marked reduction in the number of wild ducks that used to inhabit this region. Another reason given for the disappearance of Ducks is the fact that in several bayous and creeks they are fed by the owner, throwing overboard from time to time even hundreds of bushels of corn, all in ranges, at the end of which is a Duck blind where a small cannon is mounted. Two or three times a week this gun is fired after shortly before making a sharp call which brings every duck to the surface; a couple of hundred may be killed at one shot. The ducks do not stay away from this feeding ground as might be expected, their great desire for corn banishes this fear. These ducks are of a good quality, Mallard and large black ducks of good flavor, and they bring right here, \$ 1.25

to \$ 1.75 a pair, this year.

There is shallow water over a good portion of the area, the depth near shore often being slight. Thus there seems to be a great deal of filling up, however the channel is maintained so far in a very slightly impaired condition.

There is a large amount of Cypress swamp on this sheet, covering one side or the other of the river ^{from} 1/2 mile below Kittewan Creek to near Blairs Wharf, making a low ragged shore, much of which was located by the position finder.

SAILING DIRECTIONS.

Follow the day marks, and the range lights at night. In the development of the bar and region a mile below Willcox Wharf it is noticed that, though the range lights give ample depth (17 feet) for the steamers, deeper water to the extent of 5 feet can be found on the East side of this bar and rounding Windmill Point.

Pilots are found at Newport News, Claremont and City Point.

The currents were observed during two days about two weeks apart at Willcox Wharf.

LANDINGS.

The regular Steamboat landings are (1) Ritchies Wharf at Brandon Point. (2) Oldfield. (3) Sturgeon Point (on signal). (4) Stanleys Wharf at Upper Brandon. (5) Ruffins Wharf at Weynoak. (6) Willcox Wharf. (7) Bucklands (Private, stop on signal). (8) Blairs Wharf. All of which have one store, telephone and post office, but are not towns, *only* shipping points.

The Creeks, Tributary.

Kittewan Creek, not navigable.

Wards Creek, a quite large creek and 4 miles long, furnishing navigation for scows bringing out wood, ties and logs.

Flor de Hundred Creek is a small creek.

Court House Creek, with wide mouth but only 1 1/2 feet at low water, is navigated by scows bringing out wood.

WATER. The Artesian well furnishes water to this country, there being good flows at Brandon Point, Weynoak, Willcox Wharf and some other places.

The country is sparsely settled, the land being owned usually in large tracts.

OCCUPATION.

The occupations of the people are mostly farming, getting out timber and that incident to navigation, distributing of supplies and shipping of products.

PRODUCTS.

These are Corn, Oats, Wheat, Peanuts, Poultry, Pork, and some cattle. There are two large stock farms, for breeding fast horses, one at Mc Neils and one at Buckland wharf. Wood, ties, lumber and piling are also shipped to Baltimore, Philadelphia, and New York.

The three sailing vessels, of about 250 tons net each, T. Morris Perot, Henry H. Grant, and Grace Van Dusen are employed freighting cord wood from this river to New York City. This straight grained pine wood, from six to twelve inches in diameter is good for kindling and meets the needs of the city better than the superior woods, oak, hickory and beech.

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List of positions to accompany

Topographic and Hydrographic Sheet 1391 b(1st.section).

Position Computed.

	Latitude	D.M.	Longitude	D.P.
Point	37 16	555.8	76 59	873.5
Pottery	37 16	1137.2	76 59	140.9
Marsh	37 17	1109.5	77 00	562.4
Bachelor	37 17	1734.4	76 59	596.6
Kennon	37 18	429.7	77 00	1167.4
Sturgeon	37 18	797.8	77 00	596.0
Milton	37 18	590.7	77 01	728.0
Hydro	37 18	104.2	77 01	300.2
Dunmore	37 18	737.1	77 02	1185.7
Upper	37 17	134.1	77 02	516.1
Christian 1871	37 18	380.1	77 01	1474.0
Kit	37 17	465.8	77 03	204.0
Tree	37 16	1145.3	77 04	114.1
Ward	37 15	1480.4	77 03	368.4
Fort	37 16	350.5	77 04	887.5
Flor	37 16	1167.8	77 05	168.3
Noak	37 17	917.1	77 04	1007.3
Dew	37 17	1050.0	77 05	609.7
Sue	37 17	1048.8	77 04	1037.9
Wind	37 18	812.6	77 05	895.4
House	37 19	383.8	77 04	1107.1
Willcox	37 19	29.3	77 05	1353.3

List of positions to accompany

Topographic and Hydrographic Sheet 1391 b (1st. section).

Position Computed (continued).

	Latitude	D.M.	Longitude	D.P.
Court House	37 19	279.9	77 05	500.8
Mill	37 18	778.3	77 05	1116.6
Hauger	37 18	1188.4	77 07	638.6
Pen	37 17	1667.2	77 06	1308.4
Buck	37 18	879.5	77 07	1128.7
Blair	37 17	1646.8	77 07	1373.8

Positions plotted from computation of triangles.

Stack	37 18	813.0	77 00	506.0
Cypress	37 18	34.0	77 02	247.0
Wey	37 16	600.0	77 04	319.0
War	37 17	990.0	77 04	1082.0
Fish	37 18	507.0	77 04	657.0
Ho	37 17	896.0	77 01	1008.0

Positions plotted from sextant observations.

Gab	37 19	185.0	77 05	1177.0
Led	37 18	1784.0	77 06	226.0

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STATISTICS Sheet # 1391 b.

First Section.

DATE 1910.	Letter	Positions	Soundings	Miles Statute	Vessels.
October 5	a	110	739	21.0	Steam Launch
	1	110	739	21.0	
September 16	a	66	402	8.2	Whaleboat
19	b	64	309	5.7	
26	c	74	530	10.3	
29	d	94	581	13.7	
30	e	60	432	8.8	
October 3	f	51	359	6.9	
19	g	25	131	2.5	
20	h	62	335	6.15	
	8	496	3079	62.25	

RECAPITULATION

Steam Launch	1	110	739	21.0
Whaleboat	8	496	3079	62.25
	9	606	3818	83.25

VEC
Mar. 21, 1911.

HYDROGRAPHIC SHEET 3202.

James River, Virginia, Brandon Point to Blairs Wharf,
by Asst. O. W. Ferguson in 1910.

TIDES.

	Claremont ft.	Willcox ft.
Mean low water, or plane of reference on staff	2.5	1.2
Lowest tide observed " "	1.3	0.5
Highest " " " "	6.0	4.7
Mean range of tide	2.0	2.4

Coast and Geodetic Survey

MAR 21 1911

TIDAL DIVISION.

Hyd Sheet Nos 3202 & 3219

May 4, 1911.

This survey which covers the river from Beacon Pt to City Pt shows very little, if any, change in depth through the channel although the depth over the flats is a little less than shown by the the previous survey.

The development is very good over the whole area covered, the lines cross well and the records were kept in a satisfactory manner.

H. L. Simons